

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

II-A

FOR NPS USE ONLY
RECEIVED APR 28 1987
DATE ENTERED JUN 12 1987

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC HOUSATONIC RIVER RAILROAD BRIDGE

AND/OR COMMON
Devon Bridge

2 LOCATION

STREET & NUMBER AMTRAK Right-of-way at Housatonic
River

N/A NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN
Milford/Stratford

X VICINITY OF Devon

STATE Connecticut CODE 09 COUNTY Fairfield CODE 001

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
	N/A	<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME State of Connecticut
Dept. of Transportation, J. William Burns, Commissioner

STREET & NUMBER
24 Wolcott Hill Road

CITY, TOWN Wethersfield N/A VICINITY OF Connecticut

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, Rail Operations
REGISTRY OF DEEDS, ETC. Connecticut Department of Transportation

STREET & NUMBER
24 Wolcott Hill Road

CITY, TOWN Wethersfield STATE Connecticut

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Northeast Corridor Aerial Reconnaissance of Historic Structures

DATE 13-15 April, 1977 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS
Federal Railroad Administration
2100 2nd Street, SW Rm. 4613

CITY, TOWN Washington, D. C. 20590 STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Devon Bridge is a through truss Scherzer rolling lift bascule bridge. The superstructure is steel and the piers are block stone masonry. There is a timber fender system. The substructure is 21 feet above mean high water. From north to south the bridge consists of three through truss spans 218 long; a through truss rolling lift span 110 feet long; a deck girder span 35 feet long; a deck girder span 109 feet long; and a through truss span 145 feet long. The total length is 1,052 feet.

The movable span is a Warren through truss with verticals. It consists of two leaves, side by side, each of which carries two tracks. Each rolling lift through truss leaf has a segmental girder formed above track level resting on the track girders. When opened, the bridge rolls back on the supporting track girder span. This span carries the tracks on stringers and floor beams that frame into the upper portion of the track girder.

The counterweights, which are above and to the rear of the segmental girder, swing down below rail level on the outside of the 109 foot deck girder span which is adjacent to the track girder span.

The drive machinery is located on both spans on platforms between the top chords of the trusses over the rear floor break. There are two 50-horsepower, 440-volt, 3-phase, 60-cycle AC wound rotor motors for each bridge. The power, which is controlled by the signal tower, is supplied from a local private utility. The operator's house is adjacent to the leaf that carries the northbound tracks, and is located behind the rear floor breaks.

The bridge is presently in deteriorated condition. The stringers, floor-beams and deck girder approach spans are in need of repair, the mechanical workings are worn, and the electrical system is out of date.

Current evaluation: The bridge appears in at least fair condition.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1905

BUILDER/ARCHITECT

American Bridge Co.

STATEMENT OF SIGNIFICANCE

The Devon Bridge over the Housatonic River is one of three through truss Scherzer rolling lift bascule bridges on the Northeast Corridor. It was prefabricated at the Trenton plant of the American Bridge Company and then constructed at the site by the American Bridge Company in 1905. The Chief Engineer was J.E. Kirkham and the Engineer of Structures was W.H. Moore.

The movable bridge is an ancient type that can be changed in position so as to open a clear passage, or to afford an increased headway for ships and boats in navigable channels. Engineers choose this type of bridge when no other way of giving vertical clearance for the passage of vessels on a waterway exists. The introduction of railroads to the U.S. in early 1880's greatly spurred the development and construction of this type of bridge. Along the eastern seaboard the large number of navigable rivers and inlets to be crossed resulted in the construction of fifteen movable bridges on what is today the Northeast Corridor rail line. There are three basic types of movable bridges--the bascule, the swing, and the vertical lift. On the Northeast Corridor there are nine bascule bridges, five swing bridges, and one vertical lift bridge. These bridges were prefabricated at the construction company's plant and then built by unskilled labor at the site. The machinery to operate the bridges was not standardized and each one has unique mechanical components.

The earliest forerunners of the bascule type of movable bridge date from medieval times when they were used to cross moats to bridges and forts. Some bascules were developed in Europe in the first half of the nineteenth century, but the first modern bascule in this country was the Van Buren Street Bridge built in Chicago in 1893. It was designed by William Scherzer and was the first of the structures known as the Scherzer rolling lift bascule. This type of bascule bridge, of which Devon Bridge is a variety, is characterized by rounded, segmental girders at the rear of the bascule span which roll back on stationary track girders when opened.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Condit, Carl. American Building. Chicago: University of Chicago Press, 1968.

Hool, George, ed. Movable and Long-Span Bridges. New York: McGraw-Hill Book Co., Inc., 1923.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1

Milford Quadrangle
Scale 1:24000

UTM REFERENCES

A	1 8	65 8 45 0	4 5 63 06 0
	ZONE	EASTING	NORTHING
C			

B			
	ZONE	EASTING	NORTHING
D			

VERBAL BOUNDARY DESCRIPTION

This bridge is on the Northeast Corridor railroad line, across the Housatonic River between Stratford and Devon, Connecticut.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Connecticut	09	New Haven	009
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Anne Baggerman, Cultural Resources Planner August 11, 1977

ORGANIZATION

DeLew, Cather, Parsons and Assoc. Northeast Corridor Project

STREET & NUMBER

1201 Connecticut Avenue (202) 452-5242

CITY OR TOWN

Washington, D.C. 20036

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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Housatonic River Railroad Bridge
(Devon Bridge)
Milford/Stratford, CT

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

Major Bibliographical References (continued):

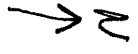
Hovey, Otis Ellis. Movable Bridges, Vol. I and II. New York:
John Wiley and Sons, Inc., 1926.

U.S. DOT, Northeast Corridor High Speed Rail Passenger Service
Improvement Project, Tasks 15.1 and 15.2, Vol. VI, Jan. 1977.

HOUSATONIC RIVER RAILROAD BRIDGE
(Devon Bridge)
Milford-Stratford, CT
Milford Quadrangle, U.S.G.S.
Scale 1:24000

UTM Reference:

18/658450/4563060



Neills
Island



HOUSATONIC RIVER RAILROAD BRIDGE

